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CLASSIFICATION SECRET [redacted]

COUNTRY East Germany REPORT NO. [redacted]

TOPIC Finsterwalde Airfield 25X1A

EVALUATION see below PLACE OBTAINED [redacted] 25X1A

DATE OF CONTENT 15 September to 19 October 1952

DATE OBTAINED [redacted]

REFERENCES [redacted] 25X1A

PAGES 5 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS [redacted]

DO NOT CIRCULATE

SOURCE

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1. On 15 September 1952, a train of 10 tank cars with fuel was observed in Doberlug-Kirchhain en route to Finsterwalde coming from Kiesa.¹
2. The following rail shipments were observed in Finsterwalde between 28 September and 18 October 1952:

Date	Shipments	From	To
28 September	2 boxcars with military goods	Falkensee	Unit Skrypnick
	1 boxcar with military goods	Bad Saarow	[redacted] 25X1B
	1 flatcar with wood	Netzebrand	Soviet Army
29 September	9 flatcars with timber	Netzebrand	Soviet Army
	16 gondola cars with coal	Neukirchen	Unit Lompazov
	2 boxcars	[redacted]	[redacted] 25X1B
			Buckau, Burg district
1 October	5 gondola cars with coal	Neukirchen-Kytha	Unit Lompazov
	8 flatcars with timber	Netzebrand	Soviet Army
3 October	1 car with 7 mobile welding sets	Unit Kyellberg	[redacted] 25X1B
			Strausberg

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Date	Shipments	From	To	
4 October	5 gondola cars with coal	Unit Klettwitz	Unit Skrynnicka	
	1 boxcar with military goods	Falkensee	Fomina	
	1 boxcar with military goods	Cottbus		25X1B
	4 boxcars and 1 flatcar loaded with item No 14, according to shipping document	Strausberg	Soviet Army	25X1B
7 October	9 tank cars with 200, 200, 300, 290, 300, 300, 160, 200, 135 hectoliters of naphta	Riesa		25X1B
11 October	2 flatcars with timber	Netzebrand	Soviet Army	
13 October	1 boxcar with military goods	Falkensee	Unit Skrynnick	
	6 tank cars with fuel	Riesa		25X1B
	5 tank cars with fuel	Riesa		
	1 boxcar	Cottbus	Soviet Army	
14 October	3 flatcars with timber	Netzebrand	Soviet Army	
	1 boxcar with military goods		Cottbus, Unit	25X1B
16 October	2 gondola cars with potatoes	Luckau	Soviet Army	2

3. on 6 October, the freight dispatch office at Finsterwalde railroad station was telephoned from the airfield and asked whether fuel had arrived. When the tank cars arrived on 7 October, the fuel was immediately transferred into tank trucks.

4. The following aircraft and air activities were observed at the field between 30 September and 9 October 1952:

30 September. Between 7 and 7:30 a.m., individual jet bombers with extended landing gears circled over the field. The weather was hazy. Six jet bombers of both types with the numbers 34, 42, 137, 160, 174, and 182 were parked on the landing field.

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7 October. At about 3 p.m., nine jet bombers of both types flew in squadron wedge formation over Finsterwalde. There was fair weather and good visibility.

9 October. At 7:30 a.m., 10 jet bombers of both types were parked aft of each other on the taxiway at the eastern section of the runway. The planes had the numbers 20, 34, 36, 129, 137, 160, 162, 172, 174, and 179. About 30 soldiers wearing flying suits stood around the planes. A briefing was apparently being held. Some Pe-2s were parked in front of the repair hangar.

5. On 9 October, a radio truck with a telescopic mast, about 6 meters high, and topped by a basket-like device was observed at the eastern curve of the taxiway. The basket-shaped device was about 50 cm in diameter at the top and about 80 cm at the bottom.⁴
6. On 17 October, an AA emplacement was under construction south of the eastern end of the runway. Two round holes, 3 to 4 meters in diameter and 1 meter deep were excavated. Each hole had three extensions, each 50 x 100 cm large at the border and a slope which apparently served as an entrance. Next to the holes, there were two bunkers which were interconnected by a communication trench. AA guns of 37-mm caliber were still observed in front of the two easternmost hangars inside the wire fence.⁵
7. Bunkers had been erected along the fence in the northeastern corner of the field between 30 September and 17 October. Source entered such a bunker near the fuel dump and determined that it was 3 meters square and at least 1.9 meters high in the interior. The walls and ceiling were made of logs. The ceiling which was about 30 cm under the surface of the ground was covered with a layer of earth, about 5 meters square and 1 meter high.
8. In early October, source paced the rear side of the fourth hangar from the west and determined that it had a length of 30 meters. The rate of the hangar had an estimated height of 6 meters.
9. On 30 September, three jet bombers of both types took off from the field. One plane had the red No 42. In the morning of 14 October, an IL-28 plane approached Finsterwalde-West airfield and dived at the Heinersdorfer Mountain. The dull sound of rounds fired in rapid succession from an aircraft cannon was heard. It was definitely identified that the rounds were not fired with a machine gun. On 17 October, an ILL-28 plane dived at the same spot, but no firing was heard.
10. On 14 October, source observed that a two-wire telephone line extended from the western hangar outside the fence to the AA gun emplacement in the northwestern corner of the field.

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11. The following aircraft and air activity were observed at the field between 9 and 19 October:

9 October. Between noon and 2 p.m., individual take-offs were made by jet aircraft. There was 7/10 overcast at an altitude of about 1,000 meters.

10 October. Between noon and 3:30 p.m., individual local flights were made by jet bombers of both types which had their landing gears extended. Between 2 and 3 p.m., two IL-28s with the red Nos 174 and 182 were aloft. The two planes now made level attacks at Finsterwalde-West airfield diving down to an altitude of less than 100 meters. Each plane approached six to eight times. When the planes pulled out of dive, a burst was fired with the tail weapons. It was not observed that rounds were fired with nose weapons. A Yak-14 plane

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landed at the field at 5:15 p.m. and took off again at 5:30 p.m. heading north. Between 5:20 and 5:30 p.m., source observed the air activity through field glasses and counted 7 jet bombers of both types and 7 Pe-2s. Five canvas-covered planes with tail wheels were parked at the field. Their types could not be identified.

13 October. Between 11 a.m. and 3:15 p.m., there was air activity by jet bombers of both types. Between 11:55 a.m. and 12:40 p.m., two IL-28s made low-level flights over Finsterwalde-West airfield and the town. It was again observed that bursts were fired with the tail guns when the plane pulled out of dive over Finsterwalde-West airfield. The aircraft approached 6 or 9 times before landing at the field. An IL-28 plane with the red No 182 took off at 2:15 p.m. and simulated an attack on Finsterwalde-West airfield. Subsequently, source observed that the outlines of a plane were drawn on the highest spot of the airfield. After each attack, some soldiers equipped with measuring tape hurried to the plane drawn on the ground. They apparently measured the distances between the hits and their relation to the center of the target. The aircraft simulated eight attacks before landing at the field. There was a 5/10 overcast at an altitude of 2,000 meters. Visibility was limited to from 3 to 5 km.

15 October. Between 10:30 a.m. and 12:30 p.m., individual flights in the clouds were made by jet bombers. It rained, and there was a closed cloud base at an altitude of 500 meters and a visibility of about 1 km.

16 October. No air activity in rainy weather. The visibility was limited to 500 meters.

17 October. The sky was overcast, the cloud base being at about 500 meters. The visibility was limited to 1.5 km. After 3:30 p.m., there was foggy weather with drizzle. Between 2:30 and 3:30 p.m., planes circled individually with extended landing gears. A jet bomber made six attacks at Finsterwalde-West airfield. Source heard bursts of fire.

18 October. There was no air activity in foggy weather.

19 October. The sky was overcast, the cloud base being at an altitude of 1,000 meters. The visibility was limited to 3,000 meters. After 10 a.m., a B-25 plane flew at low-level over Finsterwalde and simulated a low-level attack on Finsterwalde-West airfield. No bursts of fire were heard. After 1 p.m., individual take-offs and landings were made by jet bombers. Between 10:45 and 11 a.m., 7 jet bombers of both types and at least 5 Pe-2s were counted at the field. Additional planes of types which could not be identified were parked at the field.

12. On 10 October, six 37-mm AA guns with gun shields and 10 trucks were observed west of the westernmost hangar. On 19 October, source observed that six tents had been dismantled near the AA gun emplacement on the northern edge of the field. Six heaps of earth, each about 5 meters square, were observed at the former sites of the tents. The heaps of earth which resembled earth bunkers projected above the surface of the ground by about 1 meter. The tent west of the AA gun emplacement was still there. Six 37-mm AA guns were observed west of the westernmost hangar, and 15 trucks were parked along the edge of the woods, south of the emplacement.


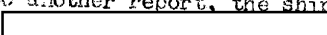
13. On 19 October, two red fire trucks with a single-axle trailer each were parked east of the western hangar. The trailers had the shape of civilian fire engines.⁶

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

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25X1 1.  Comment. According to another report, the shipment arrived in Finster-
25X1 walde on 16 September 1952. 


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
2.

25X1 3.  Comment. This information may indicate that no fuel supply has arrived
at the field for a long time. It is not known whether fuel reserve stocks
are kept at the field.

25X1 4.  Comment. Radio trucks with the same or a similar antenna system were
25X1 previously observed in Berneuchen. See  ,25X1

 It is believed that the set
concerned is a voice-radio set and that the antenna system observed is to
increase the audibility. For sketch of antenna, see Annex.

25X1 5.  Comment. The construction of a new AA gun emplacement is reported for the
first time. It is known from previous information that a 37-mm gun emplacement
is in the front of the eastern hangars; 37-mm guns are also located west of the
western hangars and 85-mm guns are located on the northern edge of the field.

25X1 6.  Comment. Finsterwalde airfield is still occupied by two bomber regiments,
which are equipped with about 12 IL-28s and 15 Pe-2s. Definitely, not all of the
aircraft actually stationed at the field were counted. Of the red numbers reported
the Nos 160 and 182 were previously observed in Berneuchen airfield and No 179
was previously observed in Brand. It appears noteworthy that simulated low-level
attacks at Finsterwalde-west airfield were recently performed at a larger scale
and that instrument flights were made on 15 and 17 October while the cloud base
was at an altitude of 500 meters and the visibility was limited to less than
1 km. No flights were made when the visibility was below 1 km worse.

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Telescopic Mast with Lamp Shaped Device Observed at

Finsterwalde Airfield

